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The following sample exam for Flight Instructor Instrument Helicopter (FIH) is suitable study material for the Flight Instructor Instrument Helicopter rating tests. They represent the same type of questions that can be found on all Flight Instructor Instrument Helicopter tests. The applicant must realize that these questions are to be used as a study guide, and are not necessarily actual test questions. The full FIH test contains 100 questions. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-3, Computer Testing Supplement for Instrument Rating is available at http://www.faa.gov/training_testing/testing/test_questions/media/FAA-CT-8080-3E.pdf.

Computer Testing Supplement for Instrument Rating Addendum A is available at http://www.faa.gov/training_testing/testing/test_questions/media/ir_akts_addendum.pdf.

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf.

Sample FIH Exam:

1 . PLT292

(Refer to FAA-CT-8080-3E, Addendum A, Figure 233.) The control tower at DUC has instructed you: "in the event of a missed approach, hold as published." What holding entry procedure will you use?

- A) Teardrop.
- B) Direct.
- C) Parallel.

2 . PLT083

(Refer to figure 247.) If using the DA of 960, when approaching and climbing at 120 knots in calm winds, the missed approach climb rate must be?

- A) 540 feet per minute minimum.
- B) 200 feet per nautical mile.
- C) 540 feet per nautical mile.

3 . PLT002

(Refer to FAA-CT-8080-3E, Figure 47.) Due to thunderstorms along your planned route, you decide to file Battle Ground (BTG) VORTAC, V520 to OGYAJ intersection, KICKITAT (LTJ) VORTAC, V25 to YAKIMA (YKM) VORTAC. Calculate the time and fuel burn for the route with the following conditions:

TAS, 140 kts; altitude 9,000 feet SML; reported winds are 270/30 kts; fuel burn rate, 17 GPH

- A) 60 minutes, 17 gallons.
- B) 75 minutes, 22 gallons.
- C) 90 minutes, 27 gallons.

4 . PLT187

Your heading indicator has failed. To turn left from a heading of 090° to a heading of 360°, using a standard-rate turn, how many seconds will it take?

- A) 30 seconds.
- B) 40 seconds.
- C) 50 seconds.

5 . PLT185

(Refer to FAA-CT-8080-3E, Figure 144.) What information is shown on turn coordinator #3?

- A) A standard rate, skidding turn to the left.
- B) A standard rate, slipping turn to the right.
- C) A half standard rate, coordinated turn to the left.

6 . PLT215

When initiating a left turn in the Northern Hemisphere from a heading of 270°. The magnetic compass will

- A) lag behind the actual rate of turn.
- B) initially indicate a turn in the opposite direction.
- C) initially indicate the actual rate of turn.

7 . PLT297

What sequence would you use to recover from a spiraling, nose low, increasing airspeed, unusual flight attitude?

- A) Increase pitch attitude, reduce power, and level wings.
- B) Correct the bank attitude, raise the nose to a level attitude, and increase power.
- C) Reduce power, level aircraft to stop turning, and raise the nose to the horizon.

8 . PLT215

To check the accuracy of a magnetic compass, you should

- A) use a known airborne check point and compare it to the heading indicator.
- B) compare the compass heading against the GPS indicated heading.
- C) compare the compass heading against a known heading such as a runway.

9 . PLT278

As a rule of thumb, altitude corrections of less than 100 feet should be corrected by using

- A) less than a full bar width on the attitude indicator.
- B) less than half bar width on the attitude indicator.
- C) two bar widths on the attitude indicator.

10 . PLT186

What are the three fundamental skills involved in attitude instrument flying?

- A) Instrument interpretation, attitude control, and trim control.
- B) Cross-check, instrument interpretation, and aircraft control.
- C) Cross-check, trim application, and aircraft control.

11 . PLT185

The first fundamental skill in attitude instrument flying is

- A) aircraft control.
- B) instrument cross-check.
- C) instrument interpretation.

12 . PLT083

(Refer to figure 247.) The VASIs inoperative by NOTAM and it is about midnight local time. When cleared for the LOC RWY 9 circling approach to land,

- A) must land on Runway 9.
- B) you must land on Runway 9 or 27.
- C) you can land on whichever runway is closest to your hangar.

13 . PLT083

(Refer to FAA-CT-8080-3E, Addendum A, Figure 242.) When using the hold for course reversal for the RNAV (GPS) RWY 36, at what point will you turn inbound for the approach?

- A) 4 DME miles from FEHXE.
- B) 10 DME miles from the MAP.
- C) 12 DME miles from LIT VORTAC.

14 . PLT004

(Refer to FAA-CT-8080-3E, Legend 21 and Addendum A, Figure 223.) You have been cleared for the ILS RWY 31 approach to DSM. At a ground speed of 105 knots, what are the vertical descent angle and rate of descent on final approach?

- A) 557 feet per minute.
- B) 539 feet per minute.
- C) 520 feet per nautical mile.

15 . PLT004

(Refer to FAA-CT-8080-3E, Legend 16, and Addendum A, Figures 182 and 183.) With a takeoff from RWY 27, using an average ground speed of 120 knots, what minimum indicated rate of climb must be maintained to meet the required climb rate (feet per NM) to 6,300 feet as specified on the instrument departure procedure?

- A) 816 feet per minute.
- B) 760 feet per minute.
- C) 800 feet per minute.

16 . PLT166

If you are not able to obtain the current altimeter setting prior to takeoff, you should set this instrument to

- A) field elevation.
- B) 29.92 inches Hg.
- C) pressure altitude.

17 . PLT185

What are the three fundamental skills involved in attitude instrument flying?

- A) Instrument interpretation, trim application, and aircraft control.
- B) Instrument cross-check, instrument interpretation, and aircraft control.
- C) Trim control, instrument cross-check, and attitude control.

18 . PLT382

RVR minimums for landing are prescribed in an IAP, but RVR is inoperative and cannot be reported for the intended runway at the time. Which of the following would be an operational consideration?

- A) RVR minimums which are specified in the procedures should be converted and applied as ground visibility.
- B) RVR from another runway located on the same airport may be substituted.
- C) RVR from another runway located within one mile of the threshold of the selected runway may be substituted.

19 . PLT083

(Refer to figures 169 and 171.) In a category B aircraft, where is the missed approach point for the RNAV (GPS) RWY 33 approach procedure?

- A) 4.1 DME from PORTR.
- B) RW33 waypoint.
- C) 1,240 feet indicated on altimeter.

20 . PLT083

(Refer to figure 227.) Refer to the DEN ILS RWY 35R procedure. As you cross the outer marker beacon on glide slope, your altitude should be

- A) 2,092 feet MSL.
- B) 7,977 feet MSL.
- C) 8,000 feet MSL.

21 . PLT430

What is the minimum altitude that is prescribed for off airways IFR flights over mountainous terrain?

- A) 2,000 feet above the highest obstacle within a horizontal distance of 5 NM of the course.
- B) 1,000 feet above the highest obstacle within a horizontal distance of 4 NM of the course.
- C) 2,000 feet above the highest obstacle within a horizontal distance of 4 NM of the course.

22 . PLT033

MEA is an altitude which assures

- A) obstacle clearance, accurate navigational signals from more than one VORTAC, and accurate DME mileage.
- B) a 1,000-foot obstacle clearance within 2 miles of an airway and assures accurate DME mileage.
- C) acceptable navigational signal coverage and meets obstruction clearance requirements.

23 . PLT091

(Refer to FAA-CT-8080-3E, Figures 98 and 99.) HSI presentation "D" corresponds to aircraft position

- A) 4.
- B) 15.
- C) 17.

24 . PLT102

(Refer to FAA-CT-8080-3E, Addendum A, Figure 177.) Approaching DFW from Abilene and preparing for arrival, which frequencies will you use for regional approach control, control tower, and ground control respectively when landing RWY 36?

- A) 118.425; 127.5; 128.25.
- B) 119.05; 126.55; 121.8.
- C) 118.425; 124.15; 121.85.

25 . PLT083

(Refer to FAA-CT-8080-3E, Addendum A, Figure 213.) The threshold elevation for landing on RWY 28R is

- A) 4,260 feet MSL.
- B) 3,488 feet MSL.
- C) 3,940 feet MSL.

26 . PLT083

(Refer to FAA-CT-8080-3E, Addendum A, Figure 227.) The ILS RWY 35R procedure at DEN depicts a symbol on the plan view that represents a minimum safe altitude sector within 25 NM of

- A) CASSE NDB/LOM.
- B) the FIRPI intersection.
- C) the I-APA Localizer.

27 . PLT083

(Refer to FAA-CT-8080-3E, Addendum A, Figure 245.) You are executing the missed approach at CQX from the RNAV (GPS)-B approach. How will you enter the holding pattern?

- A) Direct.
- B) Teardrop.
- C) Parallel.

28 . PLT083

(Refer to FAA-CT-8080-3E, Addendum A, Figure 235.) What is the LPV decision altitude for the LNK RNAV (GPS) RWY 32?

- A) 1,563 feet MSL.
- B) 1,429 feet MSL.
- C) 1,760 feet MSL.

29 . PLT058

(Refer to FAA-CT-8080-3E, Figure 47.) On V112 from BTG VORTAC to LTJ VORTAC, what is the minimum crossing altitude for GYMME?

- A) 6,400 feet.
- B) 6,500 feet.
- C) 7,000 feet.

30 . PLT058

(Refer to FAA-CT-8080-3E, Figure 87.) You are flying on V306 from Lake Charles to Daisetta. Where is the VOR changeover point?

- A) 50 NM west of LCH.
- B) 50 NM east of DAS.
- C) 30 NM west of LCH.

31 . PLT083

(Refer to FAA-CT-8080-3E, Addendum A, Figure 243.) What is the minimum altitude to cross CLAMM intersection while conducting the RNAV (GPS) RWY 6 approach at ROA?

- A) 4,300 MSL.
- B) 5,200 MSL.
- C) 2,700 MSL.

32 . PLT083

(Refer to figure 247.) When the RAL altimeter is not available, the LOC RWY 9 visibility minima for a helicopter cleared for the S-LOC 9* approach at RAL is?

- A) 1/4 mile.
- B) RVR 24.
- C) 5/8 mile.

33 . PLT379

For helicopters, what minimum weather conditions must be forecast for the ETA for that airport to be listed as an alternate on an IFR flight plan, if that airport has a published ILS approach?

- A) 600 foot ceiling and 2 SM visibility at your ETA.
- B) 200 foot ceiling above the airport elevation and 1 SM visibility from 1 hour before to 1 hour after your ETA.
- C) 200 foot ceiling above the approach minimums and 1 SM visibility, but not less than the visibility minimums for the approach, at your ETA.

34 . PLT300

A VOR equipment operational check must have been accomplished and found to be within the limits of permissible bearing error prior to use under IFR within the preceding

- A) 60 days.
- B) 24-calendar months.
- C) 30 days.

35 . PLT518

When climbing or descending through a temperature inversion or an area of possible wind shear, the pilot should be aware of

- A) a fast rate of climb and a slow rate of descent.
- B) a rapid change of airspeed.
- C) airframe icing.

36 . PLT495

When approaching a cumulonimbus cell that is on your route of flight, a pilot should

- A) circumnavigate the cell by at least 20 nautical miles.
- B) descend to an altitude that will allow the aircraft to fly under the cell.
- C) attempt to fly under the anvil, as this will protect the aircraft from the most violent parts of the cell.

37 . PLT512

In a coastal area with winds blowing from cool water over a warmer land mass, what type of weather might be expected?

- A) Fog.
- B) Clear skies.
- C) Thunderstorms.

38 . PLT068

What is the time frame for the validity of Low-Level Significant Weather Prog Charts?

- A) 12 to 24 hours in the future.
- B) From 3 hours before to 3 hours after the time on the chart.
- C) Up to 48 hours in the future.

39 . PLT511

Stable air has the following properties:

- A) good visibility, steady precipitation, and stratus type clouds.
- B) poor visibility, intermittent precipitation, and cumulus-type clouds.
- C) poor visibility, steady precipitation, and stratus type clouds.

40 . PLT166

Below 18,000 feet pressure altitude may be obtained by

- A) setting the altimeter to 29.92 inches HG.
- B) setting the altimeter to the local altimeter setting.
- C) requesting the current pressure altitude for the area.

41 . PLT185

(Refer to FAA-CT-8080-3E, Figure 148.) The heading indicator shows a left turn. Based on your cross-check, you determine that the instruments functioning correctly are the

- A) heading indicator, turn coordinator, and airspeed indicator.
- B) altimeter, VSI, and airspeed indicator.
- C) heading indicator, attitude indicator, and turn coordinator.

42 . PLT280

The best way to counter the effects of spatial disorientation is to

- A) trust your flight instruments and disregard your sensory perceptions.
- B) disregard your flight instruments and rely on your senses.
- C) breathe deeply and exhale slowly to increase your oxygen content.

43 . PLT221

You have been given the following approach clearance, "N696US you are cleared for the ILS RWY 7 left approach, side-step RWY 7 right." At what point are you expected to commence the side-step maneuver?

- A) At the published minimum altitude for a circling approach.
- B) As soon as possible after the runway or runway environment is in sight.
- C) At the localizer MDA minimum and when the runway is in sight.

44 . PLT337

If you need to use an alternate static source during level flight, you can expect to see

- A) a higher indication on the altimeter.
- B) a momentary descent on the VSI.
- C) a lower indicated airspeed.

45 . PLT166

You are preflighting for an IFR flight and set in the current altimeter setting, it should be not more than

- A) ± 150 feet from your referenced level.
- B) ± 100 feet from your referenced level.
- C) ± 75 feet from your referenced level.

46 . PLT278

In the event of an electrical failure when flying an aircraft using an Electronic Flight Display, the primary pitch instrument is the

- A) standby altimeter.
- B) standby airspeed.
- C) standby attitude indicator.

47 . PLT248

What force causes a helicopter to turn in cruise flight?

- A) Tail rotor pressure or force around the vertical axis.
- B) Vertical lift component.
- C) Horizontal lift component.

48 . PLT187

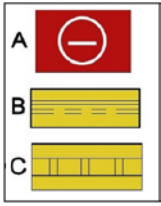
Displacement of the standard rate turn index during a coordinated turn will

- A) indicate the angle of bank.
- B) remain constant for a given bank regardless of airspeed.
- C) increase as rate of turn increases.

49 . PLT141

(Refer to the figure provided.) You see the top sign in the figure while taxiing to the active runway. This indicates

- A) aircraft are prohibited in that area.
- B) vehicles are not allowed past that sign.
- C) a military aircraft operational area.



50 . PLT147

(Refer to FAA-CT-8080-3E, Figure 136.) As you emerge from the clouds during an instrument approach and make visual contact with the runway environment, you see PAPI lights corresponding to those depicted in illustration 12. You are

- A) on the glidepath.
- B) above the glidepath.
- C) below the glidepath.

51 . PLT278

The primary flight display (PFD) receives attitude and heading data from the

- A) AHRS.
- B) vacuum system.
- C) pitot-static system.

52 . PLT185

(Refer to FAA-CT-8080-3E, Figure 149.) The heading indicator shows a right turn. While flying in IMC, the magnetic compass indications are stable but the other instrument indications are as shown. You determine that the

- A) static ports are clogged.
- B) vacuum pump has failed.
- C) pitot tube is blocked.

53 . PLT185

(Refer to FAA-CT-8080-3E, Figure 147.) The heading indicator shows a left turn. The magnetic compass indicates a right turn. Which instrument or system has malfunctioned?

- A) Electrical system.
- B) Heading indicator.
- C) Vacuum pump.

54 . PLT337

(Refer to FAA-CT-8080-3E, Figure 146.) The heading indicator shows a right turn. Identify the malfunctioning system and determine the correct action needed to return to straight-and-level flight.

- A) Pitot system is blocked; lower the nose and level the wings to level flight attitude by use of attitude indicator, while applying power to the pitot heater.
- B) Vacuum system has failed; roll left to level wings, and pitchup to reduce airspeed, while cycling the deice boots.
- C) Venturi system has failed; roll left to level wings, and raise the nose to reduce airspeed, while activating the TKS deicing system.

55 . PLT333

Having appropriate instrument lighting

- A) will enable better recognition of outside references.
- B) will make a proper instrument scan difficult.
- C) will result in unnecessary eye strain.

56 . PLT100

(Refer to FAA-CT-8080-3E, Figure 87.) When northeast bound on V70 between SBI and LCH and using the VORs to navigate, where is the changeover point (COP)?

- A) 28 NM from SBI.
- B) MARSA intersection.
- C) Anahuac Beacon.

57 . PLT083

(Refer to FAA-CT-8080-3E, Addendum A, Figure 227.) What is the minimum safe altitude (MSA) when maneuvering northeast of APA?

- A) 13,100 feet.
- B) 8,100 feet.
- C) 7,080 feet.

58 . PLT354

Your avionics system offers advisory VNAV functions, but does not use WAAS or baro-VNAV systems. Which statement is true?

- A) You could use your avionics system to execute approaches to LNAV/VNAV minimums.
- B) Your avionics system cannot be used to execute approaches to LNAV/VNAV minimums.
- C) You could use your avionics system to execute approaches to LNAV/VNAV and LPV minimums.

59 . PLT083

(Refer to FAA-CT-8080-3E, Addendum A, Figure 253.) While executing the RNAV (GPS) RWY 18 LNAV approach at OSH, how would the missed approach point be identified?

- A) RW18 waypoint.
- B) 1.1 NM from RW18 waypoint.
- C) 1,040 feet MSL indicated.

60 . PLT102

(Refer to FAA-CT-8080-3E, Addendum A, Figure 245.) While flying at an assigned altitude of 5000 feet MSL, you are cleared to CEPUL for the RNAV (GPS)-B at CQX. At what point may you leave 5000 feet MSL?

- A) Upon crossing UMANE inbound for the approach.
- B) Upon crossing UMAN for the procedure turn.
- C) Upon crossing CEPUL.